

TYNE PORT HEALTH AUTHORITY



ANNUAL REPORT

of the

MEDICAL OFFICER
OF HEALTH

for the year

1966

T. C. FALCONER, M.B., Ch.B., D.P.H.

MEDICAL OFFICER OF HEALTH

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68th
ANNUAL
REPORT
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OF HEALTH

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T. C. FALCONER, M.B., Ch.B., D.P.H.
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TYNE PORT HEALTH AUTHORITY

CONSTITUTED BY LOCAL GOVERNMENT BOARD'S ORDER
DATED 29TH MARCH, 1897.

LIST OF MEMBERS AT 31ST DECEMBER, 1966.

ELECTED BY THE CORPORATION OF NEWCASTLE :

COUNCILLOR MRS. M. E. GRAHAM, M.B.E.
ALDERMAN R. W. HANLON.
ALDERMAN MRS. M. S. MURRAY. (Vice-Chairman).
COUNCILLOR MRS. F. PLUMB.
ALDERMAN MRS. M. SHAW.
COUNCILLOR MRS. M. STEPHENSON.
COUNCILLOR MRS. A. I. TELFORD.
ALDERMAN LADY A. WYNN-JONES, B.A.

ELECTED BY THE CORPORATION OF GATESHEAD :

COUNCILLOR W. COLLINS.
COUNCILLOR C. RYANS.
ALDERMAN B. N. YOUNG.

ELECTED BY THE CORPORATION OF SOUTH SHIELDS :

ALDERMAN E. W. MACKLEY, J.P.
ALDERMAN MRS. M. E. SUTTON, J.P.
COUNCILLOR J. R. WAKEFORD.

ELECTED BY THE CORPORATION OF TYNEMOUTH :

COUNCILLOR J. P. HEARN. (Chairman).
COUNCILLOR H. SOWERBY, J.P.

ELECTED BY THE CORPORATION OF WALLSEND :

ALDERMAN J. A. McFADYEN.
ALDERMAN C. L. PALMER, J.P.

ELECTED BY THE CORPORATION OF JARROW :

COUNCILLOR H. DUGGAN.

ELECTED BY THE BLAYDON URBAN DISTRICT COUNCIL :

COUNCILLOR J. T. STEPHENSON.

ELECTED BY THE FELLING URBAN DISTRICT COUNCIL :

COUNCILLOR R. BUTTERWORTH.

ELECTED BY THE HEBBURN URBAN DISTRICT COUNCIL :

COUNCILLOR N. LAFFEY.

ELECTED BY THE NEWBURN URBAN DISTRICT COUNCIL :

COUNCILLOR W. G. F. SHACKLETON.

ELECTED BY THE WHICKHAM URBAN DISTRICT COUNCIL :

COUNCILLOR C. B. WESTGARTH.

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TYNE PORT HEALTH AUTHORITY

MILL DAM,

SOUTH SHIELDS.

February, 1967.

TO THE CHAIRMAN AND MEMBERS OF THE
TYNE PORT HEALTH AUTHORITY.

Mr. Chairman, Ladies and Gentlemen,

I have pleasure in presenting my Annual Report, as Medical Officer of Health to the Tyne Port Health Authority, for the year ended 31st December, 1966.

This report has been prepared in accordance with the directions contained in Form Port 20, of the Ministry of Health, which states that the information given under Sections I, V, VIII, XIV, XV and XVI, in an earlier report, which has not changed, need not be repeated annually but, a full report under each section is required quinquennially and this was done in my previous Annual Report for the year 1965.

The statistics for the year 1966 covered by this report, were affected both by a national and a local strike. The former strike, that of the National Union of Seamen, commenced on 16th May and lasted until 1st July; during this period, with a few exceptions, no British ships left the river and all inward bound British ships, which had not been diverted elsewhere, became strike-bound on arrival. The local strike which involved a dispute between railwaymen and dockers, commenced on 27th May and lasted until 4th July; during this period the following docks and wharves were closed:—Albert Edward Dock, Tyne Dock, Iron Ore Quay and Sutherland Quay; the regular Norwegian mailboat services continued despite the withdrawal of trains, cranes and fork-lift trucks.

It is important to bear in mind these exceptional circumstances when comparing the statistics for the year 1966 with those of the previous year. During the year under review, 3,899 vessels with a total net tonnage exceeding 6.5 millions entered the Tyne Ports compared with 4,425 vessels with a total net tonnage of almost 7.5 millions during the previous year. This decrease occurred mainly in coastal shipping which fell by 18% whereas the decrease in ships arriving from foreign ports was only 7%. These figures do not include foreign fishing vessels of which 610 arrived during the year; this was more than twice the number during the previous year, the increase being mainly in respect of Polish vessels.

Total passenger traffic in 1966 exceeding 176,000 was again a record compared with the previous highest total of 158,000 in 1965 and the number of vessels arriving with alien passengers rose to 559 during 1966 compared with 491 during the previous year. The total number of visits paid during the year to vessels by the Medical Officer of Health and the Port Health Inspectors showed a slight increase to almost 6,000.

There was an increase in the incidence of confirmed infectious disease during the year and there were increasing demands for medical assistance in emergencies and for other illnesses which frequently proved to be non-infectious. Particular attention continues to be paid to the vaccination state of all personnel on board vessels arriving from smallpox endemic areas and, where necessary, arrangements are made for vaccination to be performed.

During the year, 308 deratting exemption certificates were issued and 3 deratting certificates following the necessary fumigation or trapping. In addition 45 rodent control certificates were issued in respect of vessels engaged in coastwise trade.

Once again, I am pleased to express by most sincere appreciation of the valuable assistance invariably received from H.M. Customs and H.M. Immigration Service; the co-operation of these two government departments is a vital contribution to the efficient and harmonious working of the Port Health Authority. I am also grateful for the help given to myself and other members of the staff by the Tyne Improvement Commission, the Pilots, the Board of Trade, Lloyds Hailing Station, the Shipping Federation, shipowners, agents, masters, and many others.

At the end of the year, Mr. H. Burn, clerk in the Mill Dam Office, retired after more than thirty years service with the authority. His exceptional ability and conscientiousness, coupled with an engaging personality, well merited the great esteem in which he was held by myself and the other members of the staff, all of whom wish him well in his retirement.

In conclusion, I wish to record my appreciation of the support and encouragement I have received from the Chairman and Members of the Authority. In addition I wish to thank all members of staff for their assistance and co-operation throughout the year.

T. C. FALCONER,

Medical Officer of Health.

SECTION I—STAFF

TABLE A.

Name of Officer	Nature of Appointment.	Date of First Appointment	Qualifications	Any other appointments held
Dr. T. C. Falconer	Medical Officer of Health	5th April, 1963 ...	M.B., Ch.B., D.P.H.....	Medical Inspector of Aliens and Commonwealth Immigrants.
Dr. J. O'Leary	Deputy Medical Officer of Health (part time)	1st July, 1965	M.B., B.Ch., B.A.O. ...	Deputy Medical Inspector of Aliens and Commonwealth Immigrants.
T. H. Ogle	Clerk to the Authority (part time)	1st October, 1963	L.L.B.	Private Legal Practice.
W. B. Weatherston	Chief Port Health Inspector ...	6th Feb., 1933	Cert. R.S.I. Certificate Meat and other Foods	
J. Cosgrove	Deputy Chief Port Health Inspector	1st Aug., 1962	Cert. of P.H.I. Examining Board, Cert. of Meat and other Foods. Smoke Inspectors Cert....	
W. O. A. Austin, M.B.E., S.B.St.J. ...	Port Health Inspector	12th May, 1965 ...	Cert. R.S.I.	
J. Anderson	Port Health Inspector	1st Nov. 1962	Cert. of R.S. Association. (Sc.) Cert. of Meat and Other Foods ...	
D. N. Wallace	Port Health Assistant	12th July, 1957 ...		
H. Burn	Clerk	4th March, 1935 ... (Ret'd 31/12/66)...		
C. Dixon	Clerk	17th Oct., 1966 ...		
R. Humphrey	Rodent searcher	21st Dec. 1951 ...		
L. Humphrey	Rodent searcher	28th Sept. 1953 ...		
R. S. Burn	Senior Launch Coxswain	14th April, 1939 ...		
R. J. McDermott	Launch Coxswain	7th Aug., 1962 ...		
F. D. Gallagher	Launch Hand	4th Oct. 1963		
H. McLeman	Launch Hand	(Res'ned 28/5/66) 15th Nov., 1965 ...		
J. S. Hunter	Launch Hand	(Res'ned 28/5/66) 6th June, 1966 ...		
P. J. Taylor	Launch Hand	1st Aug., 1966		

PORT HEALTH OFFICE. Medical Officer of Health and Chief Inspector—Mill Dam, South Shields.
Telephone Numbers of Residences—
Medical Officer of Health—Whitley Bay 25020. Chief Inspector—N/cle 811173. Deputy Chief Inspector—Hebburn 832594.
Inspectors—Whitley Bay 28025. South Shields 3528.
Tel. South Shields 3419. Telegraphic Address—"Portelth, South Shields".

**SECTION II—AMOUNT OF SHIPPING ENTERING
THE DISTRICT DURING THE YEAR 1965**

TABLE B.

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infec- tious disease on board
			by the Medical Officer of Health	by the Port Health Inspector	
Foreign Ports	1,502	2,818,292	760	2,184	21
Coastwise	2,397	3,848,140	67	1,463	4
Total	3,899	6,666,432	827	3,647	25

Total number of vessels visited by Inspectors : —

British Ships.

Steam	597	
Motor	1,587	
Fishing	103	
	2,287	

Foreign Ships.

Steam	205	
Motor	1,258	
Fishing	507	
	1,970	

Revisits	896	
----------------	-----	--

5,153

Total number of crews of vessels visited by inspectors :—

British Ships.

British White	39,874
British Coloured	2,025
Alien White	337
Alien Coloured	5,555
	47,791

Foreign Ships.

British White	1,271	
British Coloured	45	
Alien White	50,342	
Alien Coloured	397	
	52,055	
		99,846

British Fishing Vessels.

British White	1,337	
British Coloured	—	
		1,337

Foreign Fishing Vessels.

Alien White	6,569	
Alien Coloured	—	
		6,569
		107,752

The Nationalities of vessels inspected were as follows:—

British	2,157
Danish	163
Dutch	212
Eirean	4
Finnish	59
French	3
German	314
Ghanian	1
Greek	28
Icelandic	2
Israeli	2
Italian	1
Lebanese	12
Liberian	26
Maltese	1
Nicaraguan	1
Nigerian	2
Norwegian	508
Panamanian	27
Polish	3
Portuguese	2
Rumanian	2
Swedish	94
U.S.S.R.	23
	3,647

Tonnage of vessels visited by Inspectors :—

Steam.		
British	1,220,672	
Foreign	660,452	
		1,881,124
Motor.		
British	2,708,670	
Foreign	1,751,262	
		4,459,932
		6,341,056
Fishing.		
British	10,736	
Foreign	48,153	
		58,889

The number of re-visits made during the year were as follows :—

In connection with the issuing of Deratting and Deratting exemption certificates	446
In connection with health	300
In connection with defects	150
	896

FOREIGN FISHING VESSELS.

Arrivals during the past four years :—

	1963	1964	1965	1966
Polish	390	420	490	648
German	63	50	76	150
Dutch	13	27	22	26
Others	9	5	15	17
Total ...	475	502	603	841

The Nationalities of Fishing Vessels visited were as follows :—

British	103
Danish	2
Dutch	7
French	3
German	79
Icelandic	1
Swedish	1
Polish	414
	610

The number of vessels inspected during each year for the last 10 years has been as follows :—

1957	Vessels	5,582	
	Fishing Vessels	295	
	Re-visits	703	
		————	6,580
1958	Vessels	4,800	
	Fishing Vessels	61	
	Re-visits	536	
		————	5,397
1959	Vessels	4,130	
	Fishing Vessels	31	
	Re-visits	417	
		————	4,578
1960	Vessels	3,898	
	Fishing Vessels	29	
	Re-visits	388	
		————	4,315
1961	Vessels	4,392	
	Fishing Vessels	156	
	Re-visits	553	
		————	5,101
1962	Vessels	4,614	
	Fishing Vessels	320	
	Re-visits	590	
		————	5,524
1963	Vessels	4,679	
	Fishing Vessels	517	
	Re-visits	724	
		————	5,920
1964	Vessels	4,364	
	Fishing Vessels	398	
	Re-visits	679	
		————	5,441
1965	Vessels	4,162	
	Fishing Vessels	304	
	Re-visits	758	
		————	5,224
† 1966	Vessels	3,647	
	Fishing Vessels	610	
	Re-visits	896	
		————	5,153

† See Preface on page 5 regarding effects of Strikes.

CARGO TRAFFIC

Total tonnage entering the port during the past ten years has been as follows :—

1957	Foreign	2,931,713	
	Coastwise	4,998,400	
		<u> </u>	7,930,113
1958	Foreign	2,570,021	
	Coastwise	4,489,741	
		<u> </u>	7,059,762
1959	Foreign	2,545,285	
	Coastwise	4,323,063	
		<u> </u>	6,868,348
1960	Foreign	2,753,439	
	Coastwise	4,278,136	
		<u> </u>	7,031,575
1961	Foreign	2,876,817	
	Coastwise	4,593,261	
		<u> </u>	7,470,078
1962	Foreign	2,901,251	
	Coastwise	4,745,422	
		<u> </u>	7,646,673
1963	Foreign	2,939,943	
	Coastwise	4,764,628	
		<u> </u>	7,704,571
1964	Foreign	3,108,885	
	Coastwise	4,123,398	
		<u> </u>	7,232,283
1965	Foreign	3,198,637	
	Coastwise	4,251,492	
		<u> </u>	7,450,129
1966	Foreign	2,818,292	
	Coastwise	3,848,140	
		<u> </u>	6,666,432

SECTION III—CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

TABLE C.

TABLE SHOWING PASSENGER TRAFFIC FROM 1957 TO 1966

Year.	Passengers.	
	Inwards.	Outwards.
1957	65,052	66,079
1958	62,333	64,059
1959	64,424	66,416
1960	66,460	69,662
1961	70,128	73,229
1962	70,842	74,258
1963	65,016	67,393
1964	75,451	75,130
1965	77,849	80,221
1966	88,639	87,751

The passenger trade continues to flourish and 1966 was again a record year with a total passenger traffic of more than 176,000 compared with the 1965 total in excess of 158,000 which was then the highest on record.

The bulk of the passenger trade is with Norway, and long established services continue to be operated by the Fred Olsen Company with the vessels "Blenheim" and "Braemar" and the Bergen Steamship Company with the vessels "Leda", "Venus" and "Jupiter". The former company operates a regular service to Oslo and Kristiansand with up to three sailings weekly in each direction. The latter company's vessels sail to Bergen, Stavanger and Haugesund, and during the summer of 1966 an additional weekly sailing raised the frequency of the service from six to seven sailings in each direction. These services, operated by the Bergen Steamship Company, were greatly improved by the introduction, during the summer, of thrice weekly sailings by a fine new 9,000 ton vessel "Jupiter" with stern loading for cars. This new "roll-on" service is operated from an entirely new berth at Tyne Commission Quay, North Shields; the new adjacent passenger terminal is very well appointed and has special facilities for dealing speedily with cars.

The summer passenger service to Esbjerg in Denmark was again maintained by the vessel "Kronprins Frederick" with three round voyages weekly. This service operates from a well appointed passenger terminal at Denmark Quay, Newcastle upon Tyne.

These passenger services, amounting to up to thirteen weekly sailings in each direction by regular passenger vessels with accommodation for up to nearly 600 passengers, are augmented by smaller cargo vessels providing limited accommodation for passengers travelling to other European ports mostly in Holland and Germany.

Through the courtesy of the General Manager of the Tyne Improvement Commission, I am able to give the following report on the import and export trade of the Tyne Ports.

General Merchandise—Imports.

Twelve months ended 31st December, 1966

Included in the above are:—

	Tons.
Cement	12
Fish	10,996
Fruit and Vegetables (Fresh)	19,041
Grain	252,804
Hemp and Flax	13,784
Iron and Steel Manufactures	22,514
Iron Ore	972,000
Antimony Ore	11,997
Zircon Sand	16,590
Other Metals and Minerals	47,505
Petroleum Coke	20,300
Petroleum Spirit ..	295,783
Oil Fuel and Other Oils	1,039,265
Provisions	94,790
Timber—Pit Props	97,015
Timber—Deals, Battens and Boards ...	133,660
Timber—Other Sorts (incl. Plywood) ...	27,381
Woodpulp	12,977
	3,203,182

General Merchandise—Exports.

Twelve months ended 31st December, 1966

Included in the above are:—

	Tons.
Electrodes and Electrical Equipment ...	4,789
Fireclay and Fireclay Goods	2,011
Grain and Feeding Stuffs	24,758
Iron and Steel Manufactures	39,130
Machinery	20,675
Oil Fuel Cargo	133,124
Paints	3,988
Petroleum Spirit	43,908
Sulphate of Ammonia	17
Tar and Pitch	22,438
Textiles	7,373
Zircon-Processed Sand, etc.	2,760
	364,581
Oil Fuel shipped as Bunkers	129,242

Exports of Coal and Coke

	Tons.
Cargo Coal	3,699,777
Cargo Coke	180,019
	3,879,796
Coal Bunkers	19,326
	3,899,122

Shipments to :—

	Coal Cargo Tons	Coke Cargo Tons	Coal Bunkers Tons	Total Tons
U.K. Coastwise Ports ...	3,479,250	416	18,078	3,497,744
Foreign	220,527	179,603	1,248	401,378
	3,699,777	180,019	19,326	3,899,122

Principal Ports from which ships arrive :—

Ships arrive in the River Tyne from ports all over the world. In addition to vessels engaged in normal commercial trading, a large proportion of the ships entering the river are bound for the extensive and well equipped ship repair yards and dry docks for which the Tyne is justly famed.

SECTION IV—INLAND BARGE TRAFFIC.

There are no canals in the area and no barges operating in the port.

SECTION V—WATER SUPPLY.

Section 1. No change.

Section 2. Report of Tests for Contamination

Six water-boats are available for the supply of drinking water to shipping, in addition to some 400 hydrants situated on quays, staithes, and at dry docks. Neither the water-boats nor the hydrants are all in constant use during the year, about 50% being found to be in fairly constant daily use.

The water-boats, (over which the Tyne Port Health Authority has Jurisdiction) are subjected to regular inspections to ensure that good hygienic conditions are maintained; 36 such inspections were carried out during the year.

Five samples were taken from sea-going vessels, after receiving complaints from crew members, and were submitted for chemical analysis. In no case did the analysis reveal any foreign matter detrimental to health, but in view of varying counts of Coliform Bacilli, superchlorination was either carried out or advocated to be carried out as soon as possible, subsequent ports of call being advised in the latter case.

104 samples were taken from water-boats and sea-going vessels and submitted to the Public Health Laboratory for bacteriological examination, the results of which are shown in the following table:—

	Highly Satisfactory	Satisfactory	Suspicious	Unsatis- factory	Total Samples
Waterboats	18	2	—	1	21
Seagoing, Fishing Vessels and Tugs...	76	2	—	5	83
Total	94	4	—	6	104

94% of the samples taken proved to be highly satisfactory. The remaining 6% being from regular traders to the Tyne, action was taken immediately, follow-up sampling showing that the contamination had been eradicated.

It is worthy of mention that on a number of occasions the assistance of the Authority's Officers has been requested by the Ministry of Defence (Navy) to supervise the superchlorination of fresh water tanks on vessels of the Royal Navy and Royal Fleet Auxiliary.

The number of samples taken during the year was slightly less than in the previous year, partially due to the continued good results obtained, and partially to a considerable increase in the amount of food sampling done.

3. Precautions taken against Contamination of Hydrants and Hosepipes

No change.

4. Number and Sanitary Condition of Water Boats, and Powers of Control by the Authority

The following six water boats are available for the supply of fresh water to vessels in the Tyne Ports :—

Name of Water Boat				Name of Owner
"Crystal Stream"	...	...	...	Messrs A. Gibson.
"Harcus"	...	...	...	Messrs A. Gibson.
"Shearwater"	...	...	...	Messrs A. Gibson.
"Britannia G"	...	...	...	Messrs A. Gibson.
"Daphne H"	...	...	...	Messrs. A. Gibson.
"Limnell"	...	...	...	Messrs S. Pascoe.

These water-boats supply chlorinated drinking water to vessels lying in parts of the river inaccessible to shore supplies, and as they are subject to regular inspection by the Officers of the Authority it has not been deemed necessary to initiate a system of registration.

During the year two water-boats have been in constant service, and the attention of the Authority's Officers have been concentrated on these two vessels to a greater degree than in the past, even to the extent of sailing with them and observing the manner in which the various operation were performed.

Some unhygienic practices were found to exist, such as stowage of the hoses on the main deck (these vessels have a loaded freeboard of about 6"); lack of protection to hose ends when not in use; cleansing and chlorination of tanks carried out more frequently than necessary, but in a manner which was far from efficient; non-existent or inefficient clamps and packing to manhole covers on the tank tops. Upon these points being brought to the attention of the owners of these vessels, the required changes in practice and structural repairs were done in a most co-operative manner.

Regular sampling has been carried out with generally very satisfactory results; on two occasions the presence of 1 *Baccillus Coli* per 100ml. was found, and it was felt that this contamination probably emanated from river water spray during very windy weather.

Following complaints from the personnel of the water-boats of foul matter being discharged on to their tank tops while supplying water to ships, masters' co-operation has been requested to ensure that waste matter is not discharged while water-boats are alongside.

SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS 1966.

These regulations, which came into operation on 1st April, 1966, consolidate the previous Public Health (Ships) Regulations, 1952 to 1963, which provide for the public health control of ships arriving at or leaving ports in England and Wales. They also make amendements which ensure conformity with the current International Sanitary Regulations of the World Health Assembly. These amendments provide for a new form of International Certificate of Vaccination against Smallpox which certifies that the vaccine used conforms to the requirements of the World Health Organisation. New powers have been added regarding the surveillance of those disembarking from a ship where there is grave danger to public health through an outbreak of infectious disease; such powers were previously restricted to the quarantinable diseases such as smallpox. There is an important new provision for the repetition of deratting measures, where justified, to ships already in possession of a valid deratting or deratting exemption certificate.

Although the new provisions of these regulations are to be welcomed, it is unfortunate that the opportunity was not taken to make certain other amendments. In particular, Regulation 15, governing signals given by ships on arrival and Regulation 18, dealing with restrictions on boarding or leaving ships, continue to cause difficulties which have been discussed in detail by the Medical Committee of the Association of Sea and Airport Health Authorities. Regulation 15 may be amended in due course in the light of possible changes to international signals presently under review by the Intergovernmental Maritime Consultative Organisation.

1. **List of Infected Areas** (Regulation 6)

No change.

2. **Radio Messages** (Regulations 13 and 14 (1) (a) and (2))

No change.

3. **Notification Otherwise than by Radio** (Regulation 14 (1) (b))

No change.

4. **Mooring stations** (Regulations 22 to 30)

No change.

5. Arrangements for :—

(a) **Hospital Accommodation for Infectious Diseases**

No change.

(b) **Surveillance and Follow-up contacts**

No change.

(c) **Cleansing and Disinfection of Ships, Persons Clothing and other articles**

No change.

SECTION VII—SMALLPOX.

(1) Name of Isolation Hospital to which smallpox cases are sent from the district.

The Newcastle Regional Hospitals Board has designated Langley Park Isolation Hospital, Co. Durham.

(2) Arrangements for transport of such cases to that hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

Durham County Ambulance Service (Telephone Durham 4488) is responsible for the transport of all such cases in the Newcastle region and the vaccinal state of the ambulance crews is the responsibility of the County Medical Officer.

(3) Smallpox Consultants available :—

Name	Address	Hospital, Office or Surgery Telephone No.	Home Telephone No.
Dr. J. Grant	28 Denewell Avenue, Gateshead, 9.		Low Fell 875035
Dr. J. R. Lauckner	46 St. Georges Terrace, Newcastle upon Tyne and Newcastle General Hospital, Westgate Road.	Newcastle 38811	Newcastle 812132
Dr. W. Minns	County Hall, Newcastle upon Tyne.	Newcastle 28927	Humshaugh 317

(4) Facilities for laboratory diagnosis of smallpox.

These include electron microscopy which ensures rapid and accurate diagnosis.

Specimens are sent to the

Public Health Laboratory,
General Hospital,
Westgate Road,
Newcastle upon Tyne, 4. Tel. 38811.

Particular attention is paid to the vaccination state of all crews of ships arriving from smallpox endemic areas and, where necessary, arrangements are made to perform vaccinations or, on occasion, to inform the next port of call.

SECTION VIII—VENEREAL DISEASES.

Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venereal disease among merchant seamen and the steps taken to make these facilities known to seamen.

Facilities for the diagnosis and treatment of venereal disease are available at the following centres at the times shown below. Although venereal disease is not compulsorily notifiable, all seamen known to be infected are advised regarding the importance of early treatment and are told where and when this may most readily be obtained.

Newcastle upon Tyne— General Hospital, Ward 34

Telephone: Newcastle 33320

Monday to Saturday—10.00 a.m.—12 noon

Monday to Friday—2.00 p.m.—6.30 p.m.

North Shields—

Preston Hospital, Ward 25

Telephone: North Shields 74101

Tuesday—2.30 p.m.—5.30 p.m.

Friday—3.00 p.m.—6.00 p.m.

South Shields—

Special Clinic, Public Health Dept.,
Stanhope Parade.

Telephone: South Shields 62649

Wednesday and Friday—9.00 a.m.—12 noon

Monday and Thursday—5.00 p.m.—6.00 p.m.

SECTION IX—CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS.

TABLE D.

Category.	Disease.	Number of cases during the year.		Number of ships concerned
		Pass-engers.	Crew.	
Cases landed from ships from foreign ports.	Pneumonia	...	1	1
	Chickenpox	...	3	1
	Tuberculosis	...	1	1
	Cervical Glands	...	1	1
	Malaria	...	1	1
	Infective Hepatitis	...	3	3
	Miscellaneous	1	1	2
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Malaria	...	1	1
	Glandular Fever	...	1	1
Cases landed from other ships	Measles	...	1	1
	Glandular Fever	...	2	2
	Miscellaneous	...	1	1

The following category is in addition to the cases shown above:—

Cases which have occurred on ships from foreign ports, diagnosed, and treated on board.	Mumps	...	1	1
	Miscellaneous	2	7	9

CHICKENPOX

On 20th September, the British tanker, s.s. "CALTEX EDINBURGH" arrived in the Tyne and during her stay at Palmers Yard, Hebburn there were, during a period of one month, three cases of chickenpox amongst the Asian crew. Although this is not a disease normally requiring hospitalization, it is seldom convenient or practicable to isolate such cases on board ship and accordingly each of these three cases was admitted to Sheriff Hill Hospital, Gateshead. The necessary disinfection was carried out on board to the satisfaction of an officer of the Authority.

GLANDULAR FEVER

The British tanker m.v. "BRITISH GULL" arrived on 24th August from the Isle of Grain where one case of suspected Glandular Fever had been admitted to Denton Hospital. Two further suspected cases were examined on arrival in the River Tyne whence the ship was due to sail the following day for Grangemouth. Owing to the delay in establishing a firm diagnosis by blood examination, one of the suspected cases was permitted to pay off and proceed home as previously arranged; he was given a letter requesting further investigation and the appropriate Medical Officer of Health advised. The other case had minimal symptoms and remained on board pending examination at the next port of call by the Port Medical Officer who was also advised.

INFECTIVE HEPATITIS

During the year there were three cases of Infective Hepatitis amongst Polish trawlermen from three different fishing vessels. Each case was sufficiently severe to justify the vessel diverting, from the fishing grounds, to the River Tyne and each case required prolonged treatment in hospital. The worst case was under treatment for four months prior to special repatriation by air.

MEASLES

On 27th April, on the arrival of the m.v. "SALSETTE" from Middlesbrough, one member of crew was found to be suffering from Measles; the patient was admitted to Walkergate Hospital, Newcastle upon Tyne.

MUMPS

On 2nd August, 1966, the s.s. "LEDA", arrived from Norway, with one member of crew suffering from Mumps. As the ship was leaving again for Norway on the same day, the patient was isolated in his cabin for discharge ashore on arrival. No further cases occurred on this vessel which is in regular service between the Tyne and Bergen.

TUBERCULOSIS

There were no cases of Pulmonary Tuberculosis on ships arriving in the river during the year. There was, however, one case of Tuberculosis of the Cervical Glands occurring in a member of the Asian crew of the British tanker m.v. "BORDER FUSILIER", which arrived from Italy on March 28th, 1966. The diagnosis was confirmed in hospital; no source of infection was established and as this form of the disease is not directly infectious no further action was required.

MISCELLANEOUS

During the year, a considerable number of suspected cases of infectious diseases were investigated; of these, only a small proportion proved to be of significance. However, it is always impressed upon the masters and senior officers of all vessels that it is of the utmost importance that all cases, where infectious disease is even remotely suspected, should be fully investigated. Not only is this in the interest of the patient but also in the interest of the full complement and owners of the ship. The neglect of infectious disease within the relative confines of a closed community on board ship, may result in a rapid spread of infection, with both damage to health and possible delay and thus additional costs to the vessels and their owners.

Although the statutory duties of the Medical Officer of Health are mainly concerned with infectious disease, he is more frequently called upon, at any hour of the day or night, to deal with all kinds of medical emergencies, including accidents, in addition to other illnesses of a non-infectious nature.

In addition to accidents, many emergency cases require immediate surgical treatment and, of these, there were several cases of acute appendicitis. Although most patients are landed direct from their ship on arrival, on several occasions it has been necessary to remove patients from ships at sea by helicopter or lifeboat and, if immediately off-shore, by pilot cutter. Such arrangements are normally made and co-ordinated by H.M. Coastguard. The rendering of Medical assistance to vessels in the river by the Medical Officer of Health is greatly facilitated by the Authority's two launches which are well equipped for this purpose and fitted with V.H.F. radio. Difficulties arise from time to time on meeting requests for a doctor to board a vessel at sea. Neither the Port Health Authority nor the National Health Service appears to have any legal responsibility in the matter and any doctor undertaking such work on humanitarian grounds does so on his own responsibility and at his own risk. This problem has been referred by the Medical Officer of Health to the Medical Committee of the Association of Sea and Air Port Health Authorities and it is hoped that a satisfactory solution may be found.

GENERAL SICKNESS ON BOARD VESSELS ARRIVING AT TYNE PORTS DURING THE YEAR 1966.

Cases of sickness seen on arrival or reported as having occurred during the voyage included the following:—

Accidents.	Diseases of the throat.
Allergy.	Epilepsy.
Appendicitis.	Glandular Fever.
Asthma.	Infective hepatitis.
Asthenia.	Influenza.
Cancer.	Malaria.
Cerebral haemorrhage.	Measles.
Cystitis.	Mumps.
Dental trouble.	Mental disorder.
Diseases of the ear.	Neurasthenia.
Diseases of the eye.	Rubella.
Diseases of the heart.	Sunstroke.
Diseases of the intestines.	Tuberculosis.
Diseases of the kidneys.	Vaccination reaction.
Diseases of the lungs.	Varicella.
Diseases of the nose.	Venereal disease.
Diseases of the skin.	
Diseases of the stomach.	

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

Vessels arriving from Infected Ports were boarded by the Medical Officer and Inspectors of the Tyne Port Health Authority as under:—

Name of Port.		Direct to the Tyne.	To the Tyne Indirect.
Bombay	*	...	5
Point Noire	*	..	3
Freetown	*	1	...
Porto Alegre	*	...	1
Calcutta	* †	...	2
Recife	*	...	2
Chittagong	*	...	1
Visakhapatnam	*	...	1
Lome	*	...	1
*Smallpox †Cholera	Total ...	1	16

During the year a considerable number of coloured crews (mostly Indians, Pakistanis and Chinese) flew into the country for the purpose of manning new ships, or, crew changes. Their point of departure was generally an “infected” area, viz., Karachi, Bombay, Calcutta, or Hong Kong, and they arrived on board their vessels within 48 hours of leaving these areas. We are notified by the Medical Officer, London Airport, of their arrival and destination, and surveillance is maintained during their sojourn in the Port.

PLAGUE, CHOLERA, YELLOW FEVER, SMALLPOX, TYPHUS OR RELAPSING FEVER.

No cases, nor suspect cases of the above quarantinable diseases occurred in the Port during 1966.

SECTION X—OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.

During the year under review there were two cases of Malaria. The first occurred on board the m.v. "Ibadan Palm" which arrived at Newcastle on 4th July, 1966 from West Africa; although all on board were found to be well on arrival, one member of crew subsequently complained of general malaise. He was examined by a medical officer of the Shipping Federation who referred him to hospital for investigation and, in due course, a diagnosis of malaria was established and the patient continued treatment as an out-patient.

The second case of malaria occurred on board the tanker m.v. "Border Minstrel" on passage from the Persian Gulf to Antwerp where the diagnosis was established and treatment commenced. On arrival in the Tyne on 25th July, 1966 the patient was responding well to treatment and had resumed his duties on board.

The continuing low incidence of malaria may be attributed to the vigorous application of anti-malarial measures, The effectiveness of personal prophylaxis is greatly enhanced by the extensive and continuing decrease in areas previously endemic from which the insect vector has been eliminated. Much of the credit for this is due to the World Health Organisation.

SECTION XI—MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED OF PLAGUE

Plague is a serious infectious disease and is one of the six internationally recognised “quarantinable diseases”. It is primarily a disease of rodents and may be transmitted to man, in the bubonic form, by the bite of an infective rat flea. It is essential, therefore, that all vessels should be kept as free from rats as possible; the procedure for doing this is described in Section XII. This matter is universally recognised to be of such importance that all deep sea vessels must comply with regulations which require them to have a valid Deratting or Deratting Exemption Certificate (See Table F).

During the year there were no cases, nor suspected cases of plague in ships arriving in the river Tyne, and all bacteriological tests on rats proved negative.

SECTION XII—MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

1. Ship board rats are becoming increasingly scarce, and the old rat infested ship is becoming a rarity. Should there be any report of unusual numbers of rats or unusual behaviour among them, steps are taken to examine the vessel carrying them.

All runways, traces, tracks and possible harbourage are noted, and an estimate of the number of rats is formed.

The degree of rat proofing is noted and the ship's cubic capacity is measured compartment by compartment. On the result of this examination, appropriate treatment is decided, whether by poisoning, trapping or fumigation.

Similar procedure is adopted on examination for the issue of a deratting or deratting exemption certificate when it is insisted that the vessel be empty of all cargo.

2. All rats recovered are examined for type, presence of swollen glands and undue emaciation before destruction by incineration. Any abnormal rats are further examined, and if necessary, are subjected to bacteriological examination.

3. The deratting of ships is carried out by private contract between the agent and fumigating firms on the approved list of the authority.

These firms are:—

Messrs. Rentokil Laboratories Ltd.

Messrs. Contra Pest Services Ltd.

Messrs. J. Cuthbertson & Co. Ltd.

As the marine rat population has been steadily decreasing over many years, on the occasions when evidence of rats or mice is found, the numbers are usually so small as to make the cost of fumigating, in both time and money, out of proportion to the result achieved. A system of prebaiting and trapping is therefore now quite common, and is carried out by an approved firm of professional ratcatchers, Messrs. Joseph Currie & Sons with results which are entirely satisfactory to this authority and the shipowners involved.

4. Rat proofing is now a major consideration with Naval Architects in the construction of new tonnage, and in older vessels the substitution of expanded metal and sheathing for wooden conduits and casings is proceeding with successive surveys.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category	Numbers.
Black rats	146
Brown rats	Nil.
Mice	10
Species not known	Nil.
Sent for examination	4
Infected with plague	Nil.

Prevention of Damage by Pests Act, 1949.**Prevention of Damage by Pests (Application to Shipping) Order, 1951 :—**

45 Rodent Control Certificates issued.

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships.

Number of Deratting Certificates Issued					Number of Deratting Issued. Certificates Exemption	Total Certificates Issued.
After fumigation with.		After trapping.	After poisoning*	Total		
H.C.N.	Other fumigant (State Method)					
1	2	3	4	5	6	
...	...	3	...	3	308	311

*state poisons used and number of Certificates issued after each poison.

SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES.

TABLE G.
INSPECTIONS AND NOTICES

Nature and Number of Inspections.	Notices served.		Result of Serving Notices.
	Statutory Notices	Other Notices	
Original 3,647		143	131 complied with
Revisits 144			
Total 3,791		143	131 complied with

CLASSIFICATION OF NUISANCES

Nationality of Vessels.	Number inspected during the year.	Defects of original construction	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British	2,157	4	31	79
Other Nations ...	1,490		3	27

DEFECTS.

A considerable proportion of a Port Health Inspector's time is still devoted to the inspection of crews' accommodation from the point of view of hygiene, structural defects, and those occurring through normal wear and tear.

In general, the defects found are due to the latter cause, but in many instances the fittings, utensils, etc., in galleys, pantries, and provision storerooms have been found to be in an unhygienic condition, in particular, in connection with food preparation surfaces. Masters and Superintendents having been contacted, very good co-operation has been received in carrying out the work necessary to rectify these defects.

In one case however a Liberty ship flying a foreign flag arrived for dry docking, and the inspection of crew's accommodation revealed so many defects that four foolscap sheets of paper were required to enumerate them. The main items were flooding of accommodation, heating system out of action, toilet facilities incapable of use, and general deterioration of accommodation to such an extent that the owners were requested to house the crew in shore accommodation, the ship being completely unfit for human habitation.

Ultimately it was found that the cost of general repairs to the ship plus the cost of putting the accommodation for crew into a habitable condition was so great that it was decided to scrap the vessel, which was towed to Hamburg for this purpose.

The total number of vessels inspected during 1966 is as follows:—

Steamers	781
Motor	2,865
Sailing	1
	3,647

The Number of Vessels on which Defects were found are as Under:—

British —Steam	36
Motor	69
Waterboats	4
Fishing Vessel	1
	110
Foreign—Steam	10
Motor	23
	33
	143

The Number of Vessels on which Defects were Remedied are as Under:—

British —Steam	41
Motor	54
Waterboats	4
	99
Foreign—Steam	10
Motor	22
	32
	131

Defects of Vessels includes the following :—

			Defects. Remedied.	
Accommodation	dirty	—	1	
	Neglected paintwork	1	2	
	verminous	47	38	
W.C.'s	foul	3	—	
	defective	4	7	
	defective flush	2	2	
	dirty	4	3	
	inadequate water supply	1	1	
	neglected paintwork	—	1	
	seats to repair	2	1	
Washrooms	neglected paintwork	2	—	
	defective showers	2	6	
	defective basins	—	1	
	duckboards to renew	1	1	
Galleys	dirty	5	1	
	verminous	30	30	
	neglected paintwork	1	—	
Pantries	neglected paintwork	1	1	
	verminous	28	25	
Provision store room	verminous	17	15	
	dirty	3	1	
Refrigerated Chambers	dirty	1	—	
	defective	1	1	
	verminous	1	1	
Dampness due to	leaking decks	1	—	
	leaking tank	1	—	
Defects of	galley cupboard	1	—	
	floors	5	6	
	ports	2	2	
	doors	3	1	
	bulkheads	1	1	
	taps	—	5	
	bunks	1	1	
	drainage	4	8	
	service pipes	2	—	
	butcher's block	1	1	
	tables	16	10	
Misappropriation of crew's spaces		1	—	
Defective water supply		6	7	
Rat infestation		7	5	
Mice infestation		1	1	
Excessive smoke emission		38	33	
		248	219	

SECTION XIV—PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 AND 1948.

There are no Shell Fish beds within the jurisdiction of the Tyne Port Health Authority.

SECTION XV—MEDICAL INSPECTION OF ALIENS.

The Medical Inspectors of Aliens holding warrants of appointment at 31st December, 1966 were as follows:—

Dr. T. C. Falconer, Medical Officer of Health.

South Shields—

Dr. J. O'Leary, Deputy Medical Officer of Health;

Dr. T. Lyons.

Newcastle upon Tyne—

Dr. E. J. Carmichael;

Dr. A. L. M. Graham.

Other Staff.

Mrs. V. Moat, S.R.N.

Organisation of Work.

Most of the work of medical inspection of aliens arises in connection with the Norwegian mail-boats, and is carried out by the Medical Officer of Health who attends disembarkations at Tyne Commission Quay, North Shields. There are up to six 7.00 a.m. disembarkations per week with further arrivals at mid-day, or later, at week-ends; there are additional mid-morning arrivals during the summer season.

Dr.'s O'Leary and Lyons who are partners in general practice, carry out relieving duties as required.

The summer season passenger service between Newcastle and Denmark continues with three sailings per week with disembarkations at Newcastle Quay at 1 p.m. This schedule does not permit the Medical Officer of Health to attend all disembarkations which, on certain days, coincided with the Norwegian Mail-boat arrivals at North Shields. To assist in the medical inspections at Newcastle, Dr.'s Carmichael, and Graham, who are in partnership in general practice, act as additional medical inspectors of aliens when required.

Nature and amount of Aliens Traffic.

MEDICAL EXAMINATION OF ALIENS

Aliens Order, 1953.

during the year ended 31st December, 1966.

1. Number of arriving ships carrying alien passengers 559
2. Total number of arriving aliens (excluding crews) 25,047
3. Total number of aliens medically examined 501
4. Reports and certificates for aliens medically examined :—

Nature of report or certificate	Total number of reports and certificates issued	Aliens not permitted to land
A Unsound mind or mentally defective	...	...
B (1) Undesirable for medical reasons	...	...
(a) Inability to support	...	...
B (2) (b) Likely to require medical treatment	...	...
(c) Inability to support and likely to require medical treatment.	1	...
C Conditionally landed for further medical examination	...	...
Totals	1	0

Accommodation for Medical Inspection and Examination.

At Tyne Commission Quay, North Shields, there is a well appointed passenger terminal building with medical inspection room and waiting room; these facilities are available to passengers travelling by the s.s. "Leda" and m.v. "Venus" of the Bergen Line. The large new vessel m.v. "Jupiter", of the same company, now operates from a new "roll-on" berth further up the same quay and the adjacent new terminal building is very well equipped and also includes a medical inspection room and waiting room. In the case of the Fred Olsen ships, which also operate from Tyne Commission Quay, passport control and medical examination of aliens is carried out on board ship; this is less convenient and entails dealing separately with first and second class passengers.

For passengers arriving from Denmark at Newcastle, at Denmark Quay, a modern passenger terminal includes a well appointed medical inspection room.

COMMONWEALTH IMMIGRANTS ACT, 1962.

Medical Examination of Commonwealth Immigrants.

The arrangements regarding the arrival of vessels carrying Commonwealth Immigrants are similar to those in operation in respect of aliens, and all the Medical Inspectors also hold warrants of appointment as Medical Inspectors of Commonwealth Immigrants.

MEDICAL EXAMINATIONS.

during the twelve months ending 31st December, 1966.

1. Total number of arriving Commonwealth citizens
subject to control under the Act 2,320
2. Total number of Commonwealth citizens medically examined ... 0
3. Reports and Certificates for Commonwealth citizens medically
examined :—

Nature of report or certificate	Number of reports or certificates issued	Number of Commonwealth citizens refused entry
A Suffering from mental disorder	...	...
B (1) Undesirable for medical reasons	...	...
B (2) Likely to require major medical treatment	...	...
Totals	0	0

SECTION XVI—MISCELLANEOUS.

(1)

BURIAL OF PERSONS DYING FROM INFECTIOUS DISEASE

The arrangements for the burial on shore of persons who have died on board ship from infectious disease may include disinfection and removal to mortuary prior to interment. In the case of death from a quarantinable disease cremation would be recommended.

(2)

FOOD INSPECTION.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937—1948

Except for wheat and maize, the principal item of imported food continues to be fish; the majority is fresh, but not inconsiderable quantities of canned fish, frozen fish and stockfish also arrive.

Increasing attention has been given to sampling and a wide range of foodstuffs has been submitted to the Public Health Laboratory for bacteriological examination. All decisions regarding the possible detention, seizure, re-exportation, destruction or other disposal of unsound or suspect food are the responsibility of the Medical Officer of Health who bases such decisions not only on laboratory findings but also on appearance, taste, smell and palatability. Although, as far as most imported foods are concerned, there are no statutory bacteriological standards, the Medical Committee of the Association of Sea and Airport Health Authorities has been responsible, over the years, for evolving informal bacteriological standards for a variety of foods; these standards have been evolved in the light of the experience of Port Medical Officers throughout the United Kingdom and have been agreed and found to be reasonable in consultation with the importing trade. An example of such an agreed informal standard is that applied to imported frozen cooked prawns of which large quantities are imported to the Tyne from Norway; samples have always been found to be highly satisfactory and well within the limits of the agreed standard.

Despite the fact there is no legal bacteriological standard for canned goods, a variety of samples, mainly of canned fish, was submitted to the Public Health Laboratory for examination. The results were mostly satisfactory and where bacteria were found to be present, or further testing was thought necessary, every co-operation was received from the importer in detention of the food pending subsequent release.

Examinations by the Public Analyst have also been carried out on a large variety of foodstuffs, which, without exception, have proved to be genuine samples, free from metallic and arsenical contaminants, and of the requisite compositional standards.

The number of food samples taken during the year was 267, 226 going to the Public Health Laboratory and 41 to the Public Analyst. The commodities sampled were:—

Public Analyst

Coffee	Processed gruyere cheese
Malt kardomme	Fish balls
Peas	Dehydrated yellow pea soup
Butter	Rainbow trout in jelly
Chicken fillet in jelly	Liver paste
Cooked ham	Smoked cod liver in oil
Chopped chicken in jelly	Kroter cakes
Chicken fillets	Chopped ham and pork
Tea	Breast of chicken
Chicken in jelly	Peeled shrimps
Pork luncheon meat	Soft herring roes
Blackberries in syrup	Cod roe
Meat balls	Paté maison
Margarine	Cheese spread and shrimp
Herring tit-bits in wine sauce	Reindeer meat balls
Dressed crab	

Public Health Laboratory

Prawns	Brisling in olive oil
Pork luncheon meat	Kipper snacks
Cheese spread with crab	Fish balls in bouillon
Herring tit-bits in wine sauce	Sild in tomatoe sauce
Fillets of mackerel in tomatoe	Soft herring roes
Fillets of mackerel in oil	Cheese spread
Dressed crab	Liver Paté
Sild in edible oil	Smoked saithe in edible oil
Sild in tomatoe	Peeled Shrimps

2 qrs. 13 lbs. of cheese were destroyed due to contamination in the ship's hold.

OFFICIAL CERTIFICATES.

The amount of foodstuffs arriving which required an official certificate on import was:—

2,002 tons 2 cwts.

and consisted of dried and cured meats, kidneys, livers, casings, various types of sausage and salami, liver paste and blood pudding.

On five occasions an official certificate did not accompany such foodstuffs, resulting in the return to the country of origin of 1 ton 3 qrs. 22 lbs. of meat and meat products.

2 qrs. 4 lbs. of casings were destroyed after being contaminated by a breaking open of the container.

The following tables show the types and quantities of foodstuffs imported at the Tyne and coming under the jurisdiction of the Tyne Port Health Authority. Further quantities of foodstuffs are also imported at Newcastle Quay, the inspection of which is the responsibility of the Newcastle upon Tyne Corporation by delegation of duties made some 60 years ago.

**TYNE IMPROVEMENT COMMISSION QUAY,
NORTH SHIELDS.**

NORWAY.

	Tons.	Cwts.		Tons.	Cwts.
Fish	9,776	5	Canned Fish	522	0
Stockfish	258	18	Frozen Fish	66	7
Herring	355	0	Herring Meal	1,673	9
Canned Chicken ...	5	4	Casings	282	17
Offal	49	5	Butter	1,927	11
Margarine	66	6	Cheese	2,848	2
Eggs	789	19	Provisions	53	6
Crispbread	7	13	Bilberries		10
Beer and Wines ...	80	10	Flour	98	9
Yeast	10	13	Oranges	25	7
Dried Fruit	155	18			

**ALBERT EDWARD DOCK, NORTH SHIELDS.
Deep Sea Fishing Grounds.**

	Tons.
Fish	488

**JOSEPH RANK & CO. LTD.,
BALTIC FLOUR MILLS, GATESHEAD.**

Wheat	Tons	Maize	Tons
English	18,687	American	15,052
Canadian	38,082	Rumanian	3,750
Argentinian	2,187	French	1,462
Australian	16,042		
American	29,851		
French	2,006		
Dutch	3,500		

**CO-OPERATIVE WHOLESALE SOCIETY LTD.,
DUNSTON FLOUR MILLS.**

Wheat	Tons	Maize	Tons
English	1,043	American	2,614
Argentinian	2,400	Canadian	401
American	6,204		
Canadian	12,051		
Rumanian	1,505		
Australian	2,756		

GATESHEAD QUAY.**HOLLAND.**

	Tons. Cwts.			Tons. Cwts.	
Canned Meat	1,641	14	Apples	117	15
Chicken	187	7	Grapes	1	10
Kidneys	8	0	Pears	100	1
Lard	117	18	Tomatoes	64	11
Cheese	119	14	Melons		11
Butter	5	6	Oranges	33	14
Confectionery	11	15	Blackberries	3	0
Rice Flakes	9	15	Canned Fruit	111	17
Vegetables in brine	115	9	Fruit Pulp	18	5
Cauliflowers	81	4	Farina	83	12
Lettuce	21	18	Rice	7	8
Onions	1,292	9	Jam	4	2
Peas	109	16	Tea	130	3
Cabbage	19	18	Biscuits and Rusks	14	5
Carrots	55	15	Beer and Wines ...	382	14
Cucumbers	22	5	Drinking Chocolate	19	5
Potatoes	220	17	Fruit Juice	27	15
Potatoe Flour	5	11	Milk Powder	2	18
Beetroot	21	12	Paprika		4
Gherkins	1	0	Ravioli	6	5
Canned Vegetables	2	12	Condensed Milk ...	17	4
Red Cabbage		10			

LONDON.

	Tons.
Tea	1,105

GERMANY.

	Tons. Cwts.			Tons. Cwts.	
Strawberries		14	Casings	2	10
Canned Fruit	50	11	Peas	15	0
Canned Meat	17	16	Beer	3	0
Sugar	757	0	Bread	10	10

CREWS PROVISIONS.

During the Seamen's Strike in May and June, a number of enquiries were received regarding the possibility of crews' provisions being brought ashore from 'dead' ships, and infiltrating into the home market.

As a result of conversations with officials of the Ministry of Agriculture, Fisheries and Food, there appeared to be evidence of a leakage of such food either from ships themselves or from shore premises in which food was stored temporarily. Pending official action, an informal local arrangement was put into force whereby the Board of Trade Food Inspectors notify the Port Health Authority of any rejection of crews' provisions taking place. The Port Health Inspector has the food surrendered to him and makes a decision as to its disposal, i.e. destruction, animal feeding, or possible use in the home market.

Should meat, meat products or cereals be involved, the appropriate department of the Ministry of Agriculture, Fisheries and Food is notified in order that any action required under their regulations may take place. The final disposition of the food having taken place, the Officers of Her Majesty's Customs are informed in order that duty can be assessed or refunded.

It is understood that a similar local arrangement has been in operation in the port of Sunderland for some ten years, and it is found, both in Sunderland and in the Tyne, that this informal co-operation works very well in safeguarding the public health from the dangers of uninspected imported food.

The subject was raised at the Annual Conference of Public Health Inspectors in 1966, which was attended by representatives of the Ministry and the Board of Trade. The discussion which took place showed that the subject had presented problems in many ways in a number of ports in the United Kingdom, and the number of contacts which were made with this Authority after the Conference showed that more than a passing interest was taken. It was felt that a meeting of all parties concerned would be helpful, in order that the responsibilities and jurisdictions of those concerned could be stated for the benefit of all.

In November 1966 an informal meeting held at Newcastle upon Tyne was attended by representatives of the Ministry of Agriculture, Fisheries and Food (Animal Health and Pests Divisions); Board of Trade Food Inspectors; Her Majesty's Customs and Excise (Landing and Waterguard Staffs); Officers from some County Boroughs and the Port Health Authorities from Blyth to Middlesbrough. The proceedings were recorded and a printed record sent to those attending, Ministry officials at London, Senior Officers of the main Port Health Authorities, and local Cleansing Superintendents.

It is hoped that some definite official link-up between the interested bodies can be brought into being, which would bring about a uniform method of dealing with rejected crew's provisions throughout the country.

During the last four months of the year the following items of crews' provisions were dealt with in the manner indicated :—

	Tons	Cwts.	Qrts.	lbs.
Cleaned and returned to the ship				
Rice	1	0	0	4
Converted into animal food				
Flour	2	13	3	8
Dhall	—	1	2	0
Rice	—	6	0	0
Destroyed				
Meat ; bacon ; sausage ; canned meats	2	7	1	15
Fish	—	3	1	1
Potatoes ; fruit ; vegetables	—	5	1	19
Tea ; sauces ; pickled onions ; butter ; mustard, etc.	—	5	0	3
Flour ; semolina ; macaroni ; breakfast cereals	1	6	2	1
Condensed milk		1964 tins		

It would not be expected that this type of food would be dealt with at all ports, as, in general, rejections take place at the end of a deep sea voyage, and in particular when vessels dry dock. But bearing in mind the fact that the Board of Trade Food Inspector has jurisdiction over any British vessel where the food provided is considered part of the emoluments of the crew, the provisions of home-trade and coasting vessels may also be rejected.

In the case of British vessels where the crew buy their own provisions, in this or any foreign country, there would appear to be co-operation required between the port health authorities and the local authority in which provisions were bought in this country, if it were found necessary to take action in the case of such provisions being unsound.

FOOD HYGIENE (GENERAL) REGULATIONS, 1960.

Three vessels operate daily river excursions during the summer months; they were inspected at the commencement of their annual overhaul thus providing an opportunity to recommend improvements in order to comply with the Regulations. On all occasions when routine inspections were carried out while the vessels were in operation, the standard of food hygiene was found to be satisfactory.

FOOD HYGIENE IN DEEP SEA AND COASTING VESSELS.

During the period under review, every effort was made to improve where necessary, the standard of food hygiene in galleys, pantries, mess rooms and provision rooms. On a number of occasions the standard of food hygiene was found to be poor and below acceptable standards. In the case of ships proceeding to other ports before remedial measures were carried out, lists of defects were forwarded to the respective port health authorities to enable them to take any necessary action.

A large number of ships arrived at River Tyne Ports for annual dry docking and overhaul. This afforded excellent opportunity to ensure that all defects discovered in food compartments on arrival were made good during the refit. Superintendents and Masters proved most co-operative in carrying out recommendations made by officers of the Authority. Many incidents of "bad habit" were observed amongst cooks and stewards. On every occasions the dangers that could ensue from such bad practice were explained to the person concerned and the master informed of the occurrence.

THE FOOD HYGIENE (DOCKS, CARRIERS, ETC.) REGULATIONS, 1960.

As the jurisdiction of the Tyne Port Health Authority does not extend on shore, the regulations dealing with Docks, Carriers, etc., can only be enforced with respect to conditions on board ship.

(3) CLEAN AIR ACT, 1956. DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958.

Timed observations numbering 183 were made during the year, as a result of which it was necessary to contact Masters and/or Chief Engineers on 34 occasions with regard to excessive emissions.

The number of emissions from sea going vessels has decreased over the past year, and those emitting in excess of the permitted periods were vessels in dock undergoing repairs and adjustments to boilers, fans, burners, etc., aimed at eliminating illegal emissions; it was necessary in such cases to temper justice with mercy.

The co-operation of the tug company on the river has been very good throughout the year, excessive emissions from their vessels being very few, and were stopped immediately contact was made either with the tug or the owners, who are of course in radio contact with their vessels.

River craft such as hoppers, dredgers, buoy-lifters and ferries are still the most difficult type of vessel to control. The regulations do give extended limits to certain of these vessels while performing special operations, and in general these limits are not exceeded, but it is when steaming and not performing these operations that frequent excessive emissions are noted, particularly from cross-river ferries, in the case of which there is no extended limit.

The majority of these vessels are old coal burners and the question of overcoming their deficiencies by conversion to oil burning, their potential years of service, plus the improvement of cross-river facilities, i.e. the Tyne Tunnel and new bridges, and the coming into being of a new Port Authority would all appear to have some bearing on their futures.

(4) RADIOACTIVE MATERIAL.

During the year no radioactive material was included in cargo handled on the Tyne.

The International Atomic Energy Agency recommendations for the safe transport of radioactive materials form the basis for United Kingdom legislation.

(5) LAUNCHES.

On 12th May, 1966 delivery was taken of a new launch "SURVEILLANT" to replace the old launch T.P.H.A. No. 1, built in 1933, which had reached the end of her useful service life. The new launch, with a length of 40 feet, breadth of 9 feet 6 inches, powered by a Gardner 56 h.p. Diesel engine, is of the same general design as the other launch "HYGEIA" referred to below. The high standard of finish and workmanship is a credit to the builders, Messrs. James Miller & Sons, St. Monance, Fife.

Mr. R. S. Burn, Senior Coxswain completed the delivery voyage from the Forth to the Tyne and he is to be commended for having safely achieved this despite rapidly deteriorating weather conditions. Acceptance trials were completed to the satisfaction of Mr. F. Brown, South Shields who had advised the Authority regarding specification, and tendering and who supervised the building of the launch at various stages of construction. In October 1966, after five months in service, the launch was found to be in first class condition when slipped for survey and painting of the bottom by Messrs. Robsons, Boatbuilders, South Shields. The opportunity was taken of removing the propellor, which had sustained accidental damage, and replacing with the spare propellor.

The other launch, "HYGEIA", built in 1938, continued to give satisfactory service throughout the year. Annual survey and repairs were completed in December and, despite being nearly thirty years old, general condition remains very good and this launch should be capable of being retained in service for a considerable number of years.

**(6) BOUNDARIES OF
THE TYNE PORT HEALTH AUTHORITY.**

The boundaries of the Tyne Port Health Authority extend from Newburn on the north bank of the river and Blaydon on the south bank, proceeding eastwards to take in all the riparian borders of the constituent authorities to where the river enters the North Sea between the piers of North Shields and South Shields. This navigable portion of the river coincides generally with the boundaries of the Port Authority, the Tyne Improvement Commission and extends for almost twenty miles.

The river is spanned by the Tyne Bridge which carries the Great North Road from Gateshead to Newcastle and there are, in addition, road and rail bridges further up river. There are no bridges across the remaining eleven miles of the downward reaches of the river which are served by a passenger ferry between Hebburn and Wallsend and ferries carrying passengers and vehicles between North Shields and South Shields. Between Jarrow and Wallsend there are tunnels under the river for pedestrians and cyclists and, there, the existing vehicular ferry will be replaced by an adjacent vehicular tunnel, at present under construction, which will come into service in the autumn of 1967.

**(7) THE ASSOCIATION OF SEA AND AIR PORT
HEALTH AUTHORITIES OF THE BRITISH ISLES.**

The Tyne Port Health Authority is a member of the Association and is represented by the Chairman and the Medical Officer of Health at the Annual Conference which is normally held in the district of one of the constituent authorities. The 1966 conference, held in Newport, Monmouthshire, was attended by the Chairman and Medical Officer of Health. Amongst the subjects discussed, following the presentation of papers, were Port Health Control, Problems of Passenger Ports, Imported Foods, Smallpox Control and Hazards of Radioactivity.

The Medical Officer of Health is privileged to be a member of both the Medical and General Committees of the Association and attends the meetings of these committees in London where a wide variety of subjects regarding Port Health Control is discussed. The membership of these committees includes the Medical Officers of Health of all the major ports and also officials from the various government departments. A most valuable opportunity is thus afforded, to discuss problems of mutual interest and concern.

(8) DANGEROUS DRUGS.

During the year twenty certificates authorising the purchase of scheduled Dangerous Drugs were issued under the Dangerous Drugs (No. 2) Regulations, 1964, Regulation 13 (2) of which states:—

- (a) The master of a foreign ship which is in a port in Great Britain shall be authorised to procure such quantity of drugs and preparations as may be certified by the medical officer of health

of the port health authority within whose jurisdiction the ship is or, in his absence, by the assistant medical officer of health, to be necessary for the equipment of the ship until it reaches its home port.

- (b) A person who supplies a drug or preparation in accordance with a certificate given under this paragraph shall retain the certificate and mark it with the date on which the drug or preparation was supplied and keep it on his premises so as to be at all times available for inspection.

(9) MERCHANT NAVY WELFARE BOARD.

The Medical Officer of Health is a member of the local Port Welfare Committee which affords him further opportunity for useful liaison with representatives of such organisations as the Shipping Federation, Board of Trade, National Union of Seamen, Merchant Navy and Air Line Officers Association and the Consular Corps. Also represented are the various voluntary organisations such as the British Sailors Society, the Apostleship of the Sea and both British and Foreign Missions to Seamen, all of which deserve the greatest possible credit and support for the splendid work which they do amongst seamen and their families ashore.

(10) EDUCATION.

During the year, a number of visits were paid by groups of medical undergraduates in the course of their public health studies. In addition, the Medical Officer of Health lectured and gave practical instruction to doctors undergoing post-graduate study, at the University of Newcastle on Tyne, for the Diploma in Public Health. It is always encouraging to find, once again, the keen interest shown in Port Health work which is an important and specialized branch of preventive medicine, knowledge of which, appears to be largely confined to those engaged in this field. The Medical Officer of Health gave illustrated lectures to voluntary organisations and also to a professional society.

The Chief Port Health Inspector again gave a series of lectures to pupil Public Health Inspectors as part of the course laid down by the Public Health Inspectors Examination Board and practical instruction on the river was given to these students individually throughout the year. The Authority is thus able to make a valuable contribution in the educational field although it would be impracticable to employ a pupil inspector because of the limited scope of specialised experience which could be offered.

It is always a pleasure to have the opportunity of explaining Port Health work to visitors, especially from overseas, who have, during the past year, included a senior government doctor from the Far East.

(11)

PORT FACILITIES.

As one of the major seaports in the United Kingdom, the Tyne offers the following wide range of facilities for cargo, passengers, and the building and repair of ships of all sizes.

Passenger Service

There are regular services for passengers and cars between Tyne Commission Quay, North Shields, and Norway, with rail connections to London and other parts of the country. During 1966, a new large roll-on car ferry entered the Norwegian service, operating from a specially constructed new terminal, palletised cargo can be handled by fork-lift truck through cargo doors in the side of the vessel.

There is a summer service for passengers from Denmark Quay, Newcastle to Denmark.

General Cargo Facilities

The facilities provided by the Port Authority, the Tyne Improvement Commission, include Albert Edward Dock and Tyne Improvement Commission Quay at North Shields, and across the river at South Shields, Tyne Dock with a new system for handling sawn soft wood, Sutherland Quay, and the Iron Ore Quay which can handle vessels up to 40,000 tons carrying capacity.

There are corporation quays at Tynemouth, mainly devoted to the fishing industry, at Gateshead and Newcastle where there are 30 berths extending for one and a half miles.

In addition, there are numerous private wharves owned and operated by commercial undertakings. Shipments of coal, for which the Tyne has so long been famed, are from special wharves known as "staithes". These are owned by the Tyne Improvement Commission, the National Coal Board and British Railways.

The grain trade is handled by three large mills each with berthing and discharging facilities. The Co-operative Wholesale Society plant at Dunston has a capacity of 20,000 tons. Joseph Rank's mill at Gateshead has a silo capacity of 22,000 tons, and that of Spillers of Newcastle, 34,000 tons.

There are two large modern oil terminals belonging to Shell and B.P. Oil Companies, at Jarrow and Esso Petroleum Company at Howdon and a smaller oil terminal owned by Velva Liquids Ltd., at Lawe Oil Wharf, South Shields.

Shipbuilding and Ship Repairing

The River Tyne is justly famed for its marine engineering industry. It was here that the first marine steam turbine was developed and now, one of the principal centres for research is run by the British Ship Research Association at Wallsend.

Shipbuilding is carried on, by a number of firms, with 27 berths on the river; vessels of up to 100,000 tons have been built and there are prospects of constructing much larger ships. There are ship repairing facilities for all sizes of ships not only alongside quays, and on slipways, but within no less than 31 docks, the largest of which will take vessels of up to 800 ft. in length with the possibility of extension to accommodate even larger ships. This concentration of ship repairing facilities is probably unique.

Proposed New Port Authority

The National Ports Council, under the chairmanship of Lord Rochdale, has recommended that a new port authority for the river Tyne should be established to take over the functions and facilities of the Tyne Improvement Commission, and the Newcastle, Gateshead and Tynemouth Corporation Quays. No change of ownership was recommended for the coal staithes owned by the British Transport Commission, The National Coal Board or for existing privately owned wharves and jetties. These recommendations have been agreed and it is expected that the new port authority will be constituted early in 1968; membership of the board will include representatives of ship owners, traders, local authorities, trade unions and government nominees.

(12) RIVER POLLUTION.

The lower reaches of the River Tyne have become progressively more polluted over a period of many years and now receive untreated sewage from a population of approximately one million. No real progress had been made in dealing with this escalating problem until 1958 when, following considerable public complaint, a conference of riparian authorities was set up as a result of which a long and detailed study was undertaken. In due course, July 1964 saw the production of a report recommending a Sewage Purification Scheme with works at Howdon, Wallsend, for primary treatment only, in the initial stage. This scheme requiring capital expenditure in excess of £20 millions, is the basis of a further detailed report which will be considered by the Tyneside Joint Sewerage Board which was constituted by government order on 1st October, 1966.

The implementation of a scheme of such magnitude is bound to take some years to put into effect. Although there is no convincing evidence that a public health problem is involved, an improvement of the river, as regards amenity and æsthetics, is to be welcomed.

(13) MEDICAL ASSISTANCE AND TREATMENT.

Although the statutory duties of the Medical Officer of Health are mainly concerned with infectious disease, he is more frequently called upon, at any hour of the day or night, to deal with all kinds of medical emergencies, including accidents, in addition to other illnesses of a non-infectious nature. When messages are received from shipping agents or by cable or radio regarding illness or accident on board inward bound vessels, arrangements are made for the patient to be seen on arrival and, if necessary, ambulance transport and admission to hospital arranged in advance.

It will be appreciated that, on occasions, a patient's clinical condition may be such that he is unfit to continue on his journey or on a long voyage, but could, under other circumstances, have been satisfactorily treated at home. It is pleasing to record that, without exception,

the staffs of the hospitals in the area have always shown great sympathy and understanding in the admission of such cases of only moderate severity. Illness contracted by a seaman or passenger, perhaps in a foreign land, is invariably treated with every consideration.

Passenger traffic with Norway continues to increase. The regular Norwegian mail boats do not carry a doctor and there is an increasing demand for medical assistance and treatment by the Medical Officer of Health who meets all such vessels on arrival at Tyne Improvement Commissioners Quay, North Shields.

A most valuable and useful liaison is maintained with the Medical Officers of the Shipping Federation who normally undertake the treatment of seamen suffering from illness arising on board a vessel after arrival and after clearance under the appropriate port health regulations. Such treatment may also be carried out by general practitioners either engaged by the shipping agent or under the National Health Service.

The Medical Officer of Health and members of the Staff deal with a wide variety of requests for information and advice from shipping companies and agents and also from private individuals regarding maritime medical and quarantine matters and vaccination for international travel.

**(14) PORT HEALTH CONTROL.
GENERAL WORKING ARRANGEMENTS.**

The daily practical work of Port Health Control is carried out from the Port Health Offices at Mill Dam, South Shields. These offices provide satisfactory accommodation for the Medical Officer of Health, the Chief Port Health Inspector, and inspectorial and clerical staff; they are situated on the south bank of the river, approximately two and a half miles from where the river enters the sea, and are a convenient base from which to cover the busy lower and middle districts of the river. The adjacent Mill Dam Quay enables the Authority's two launches to berth at all states of the tide, and is within easy access of the launches' moorings at the ferry landing stage, South Shields.

The upper reaches of the river, including Newcastle and Gateshead, are under the control of the Deputy Chief Port Health Inspector. Here, boarding of vessels is generally direct from the quayside and, as there are good river crossing facilities by road bridge, transport throughout this district is mostly by car, the services of a launch being available as required.

The Clerk of the Authority, who is a solicitor, acting in a part time capacity, has an office at Norwich Union House, Newcastle, where only administrative and financial matters are dealt with.

A close and most useful liaison exists between the officers of the Port Health Authority and those of the Waterguard, H. M. Customs and Excise. This ensures the speedy clearance of incoming vessels; delays are usually due to the failure of Masters or agents to give advance warning, as required by regulation, of sickness on board a vessel and of the estimated time of arrival. Emergencies occurring outside office hours are usually of a medical nature and are the concern of the Medical Officer of Health rather than the inspectorial staff.

